

## MEETING SUMMARY

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### North Avenue Reconstruction Project Context Sensitive Solutions Advisory Group Meeting #6

ATTENDEES:	Sign-in sheet attached
LOCATION:	Brookfield Courthouse
PREPARED BY:	Buddy Desai/CH2M
COPIES:	Advisory Group Members File
MEETING DATE:	April 13, 2016

The sixth Advisory Group meeting for the North Avenue Reconstruction Project was conducted on Wednesday, April 13, 2016 from 4:00 pm to 6:00 pm at the Brookfield Courthouse. Buddy Desai of CH2M facilitated the meeting. Eleven members of the Advisory Group were present at the meeting.

#### Materials Available at the Meeting

The Advisory Group was provided the following:

- Agenda
- Mounted plots of the 4-lane divided and 5-lane with two-way-left-turn-lane alternatives for group review and discussion

#### Introductions

Buddy Desai of CH2M facilitated the meeting and introduced members of the Waukesha County Public Works Department (County) and members of the consulting team. As the CSS Advisory Group is familiar with each other, they were not asked to provide self-introductions. It was noted that a representative from Sendiks was added to the Advisory Group. Eric Bendixen attended on Sendiks' behalf.

#### Review of CSS Meetings #1 – #5

Buddy continued the meeting by delivering a PowerPoint presentation that included a summary of the first five CSS Advisory Group meetings. The entire presentation will be emailed to the Advisory Group with these notes and will be posted to the project's website.

- The first CSS Advisory Group meeting discussed a summary of issues affecting North Avenue today and the vision for North Avenue as we look to the future.
- The second CSS Advisory Group meeting involved an individual and group weighting exercise aimed at determining which issues carried more importance than others.
- The third CSS meeting dealt with the crash analysis, elements of the project's Purpose and Need, and the draft roadway typical sections.
- The fourth CSS Advisory Group meeting discussed the drainage & stormwater process, the speed survey and traffic counts, the gap analysis (how long it takes to turn onto North

Avenue) and the presentation of the four-lane divided and five-lane with a two-way left turn lane (TWLTL).

- The fifth CSS Advisory Group meeting focused on the refined Purpose and Need, further discussions on the traffic modeling and projections, traffic calming techniques applicable to the North Avenue Reconstruction Project and a group discussion of the revised four-lane divided and five-lane TWLTL alternatives.

## Project Updates

Buddy provided project updates in four categories: Population Projections, Level of Service, Cultural Resources, and Drainage Solutions. A brief summary of the items discussed is presented below.

### Population Projections

SEWRPC's (the MPO) VISION 2050 was discussed. SEWRPC notes that their VISION 2050 will be reflected in a year 2050 regional land use and transportation plan for Southeastern Wisconsin. VISION 2050 takes into account land use topics such as urban areas, job/housing balance, and rural areas in addition to transportation topics such as public transit, bike/pedestrian, roadways, intercity travel, and freight. The website for VISION 2050 is <http://vision2050sewis.org/Vision2050>.

VISION 2050 projects continued growth in population, households, and employment in the seven counties that comprise the SE Wisconsin region through the year 2050. Specific to the Brookfield and Elm Grove area, VISION 2050 projects an 18% growth in population and employment, and a 19% growth in households between 2010 and 2050.

Buddy also presented data from the State of Wisconsin's Demographic Services Center. Their predictions note increases in household projections for both Brookfield and Elm Grove peaking in 2030 and then declining through 2040 (but still an overall increase from 2010 levels). Related to population, the predictions note population projects peaking in 2030 and then decreasing through 2040 (Brookfield would still be an overall increase from 2010 levels while Elm Grove would be a 6% decrease from 2010 levels).

### Level of Service

Buddy discussed the definition of level of service (LOS) for roadways and intersections (see presentation for detailed definitions). He noted that the improvements are required to achieve LOS D or better for the peak traffic periods. He then presented graphics that displayed the existing year roadway LOS, no-build 2039 LOS, three-lane TWLTL 2039 LOS, and four-lane divided/five-lane TWLTL roadways. The data is summarized in the table below.

Location	Roadway Level of Service							
	Existing Year		No-Build 2039		Three Lane TWLTL 2039		Four Lane Divided/ Five Lane TWLTL 2039	
	WB	EB	WB	EB	WB	EB	WB	EB
Calhoun	B/C	C/D	B/C	D/D	B/C	D/D	C/C	C/C
Calhoun - Pilgrim	E/E	E/E	E/E	E/E	E/E	E/E	C/C	C/C
Pilgrim	C/C	C/D	C/D	D/D	C/D	D/D	C/C	C/C
Pilgrim - 147th	E/E	E/E	E/E	E/E	E/E	E/E	C/C	C/C
147th - Lilly	B/C	B/B	D/C	B/A	D/C	B/A	C/C	C/C
Lilly	B/C	B/B	D/C	B/A	D/C	B/A	C/C	B/B
Lilly - 124th	E/E	E/E	E/E	E/E	E/E	E/E	B/B	B/B
124th	C/C	C/C	C/D	D/D	C/D	D/D	C/D	D/D

Notes:

- As presented, the first letter is the LOS for the AM Peak and the second letter is the LOS for the PM Peak
- Red text represents LOS E or LOS F

For the intersection LOS analysis, the following table outlines the LOS at signalized intersections by alternative.

Location	Intersection Level of Service				
	Existing Year	No Build 2039	Three Lane TWLTL 2039	Four Lane Divided 2039	Five Lane TWLTL 2039
Calhoun Road	C/C	C/D	C/D	C/C	C/C
Pilgrim Road	C/C	D/D	D/D	C/C	D/D
Lilly Road	B/B	C/C	C/C	B/B	C/C
124th Street	C/E (47)	D/D	D/D	D/D	D/D

Notes:

- As presented, the first letter is the LOS for the AM Peak and the second letter is the LOS for the PM Peak
- Red text represents LOS E or LOS F. Numbers in parentheses represent average delay per vehicle in seconds

### Cultural Resources

Buddy noted to the group that only two properties in the North Avenue Reconstruction Project corridor are eligible for the National Register of Historic Places (NHRP).

#### ***Elm-Brook State Bank***

- Eligible under Criteria B (significant persons)
  - Association with Rolland Ruby, former farmer and real estate
  - Identified as among the key persons to promote and develop the City of Brookfield
  - It was determined that this structure best reflects Ruby’s contributions to the development of Brookfield
- Built in conjunction with the Ruby Isle Shopping Center
- First bank located in the City of Brookfield



#### ***Daubner Farmstead***

- Eligible under Criteria C
  - Architecture as the only high-style example of Italianate architecture located in the City of Brookfield
- Built by Civil War veteran George Daubner in 1870



#### ***Rock Wall north of North Avenue***

- The rock wall located north of North Avenue was noted by a number of stakeholders as possibly being historic. After analysis by cultural resources, it was determined that it is not historic.

## Public Meeting Debrief

Buddy provided quick debrief of the second Public Information Meeting that was held on March 15, 2016.

- Tuesday, March 15, 2016
  - 4:00 pm to 7:00 pm at the Brookfield Courthouse
- 77 attendees
- Exhibits
  - Overview of the study corridor
  - Traffic and crash information on the area
  - Existing and potential reconstruction typical sections
  - Timelines for the proposed project
  - Preliminary engineering plans
- 24 comments received at the PIM (comment period for the meeting closes on April 15, 2016)
- For those stating a preference of an alternative or aspect of the project, the following comments were received
  - Four lane divided
    - Five in favor, three against
  - Five lane TWLTL
    - Five in favor, five against
  - Roundabout
    - Zero in favor, six against
  - Three lane TWLT
    - Three in favor, zero against

## Recent Meetings

Brad Heimlich provided a quick update of recent and upcoming meetings on the project related to railroad coordination, local officials, and stormwater management.

## Comments and Discussion during the Meeting

The following comments and questions were discussed by the Advisory Group and project team members:

- Definition of an arterial/LOS
  - Question – Does North Avenue need to be a four lane roadway because it has an arterial designation (two Advisory Group members remembered hearing this in previous meetings)?
    - Response – No, North Avenue needs to be four lanes because of the traffic volumes projected to use the roadway and to maintain an appropriate LOS. The project team does not recollect ever saying that four lanes are required because North Avenue is an arterial.
  - Question – Can the LOS data for the roadway sections be put into tabular format, similar to the LOS for intersections:

- Response – Yes, a table will be provided in the Advisory Group summary notes.
- Transit
  - Question – Will new bus routes use North Avenue?
    - Response – Transit turnouts will be investigated, but the project team would not be involved in transit routing/operations. The study team is coordinating the issue of new bus routes and will provide an update at a subsequent meeting.
  - Comment – Transit analysis is included in CH2M’s contract.
    - Response (in a side conversation) – CH2M is obligated to look at turnouts for transit, but that doesn’t pre-suppose that transit will be included.
    - After the meeting, CH2M confirmed the contract language as:  
*“Investigate and coordinate with WCTS potential bus stops along North Avenue, including geometric layouts for future pull-outs, curbside ramps, walkways, benches and shelters.”*
- Other
  - Question – Can comments still be provided on the project given that the cut-off date for comments on the second PIM is April 15<sup>th</sup>?
    - Response – While the comment period for inclusion in the PIM record is April 15<sup>th</sup>, comments can always be provided through the end of the comment period for the Public Hearing. The project team committed to emailing a comment form to each Advisory Group member.
  - Question – Related to crashes, how many have occurred and approximately how many per week?
    - Response – There were 255 crashes reported in the most current five year reporting period, resulting in approximately 1 crash per week.
- General Comments
  - Carla Marone presented a news article on the effect of trains on North Avenue and a copy of her letter to the editor related to trains crossing North Avenue. Both items express her thoughts related to the trains and how the widening of North Avenue would affect the community.
  - Melvin Foley said that he has lived in the area since 1959 and wanted to give his perspective and history. He noted that he has not seen the growth in traffic that was projected and the only improvements required are at the intersections. He added that he does not see any problems with traveling on the road.

## Next Steps and Schedule

Buddy provided a summary of upcoming project activities and CSS Advisory Group meetings.

- Determine impacts of the two alternatives
- Prepare preliminary cost estimates
- Continue progress on the Environmental Assessment (EA)
- CSS 7 – July 13, 2016
  - Impacts of the two alternatives

- CSS 8 – October 3, 2016
  - Preview the Preferred Alternative and EA
- CSS 9 & 10 – December 2016/May 2017
  - Design updates

The meeting adjourned was before 6 p.m.

**COUNTY HIGHWAY M (NORTH AVENUE) RECONSTRUCTION STUDY**  
**CSS Advisory Group Meeting #6**  
 Brookfield Courthouse  
 April 13, 2016  
**Sign-In Sheet**

	<i>Please Print</i> First and Last Name	Organization (if any)
1.	CARLA MARONE	
2.	MUFGOLY	Grove
3.	Eric Bandizen	Sendits
4.	MIKE DEMPSEY	
5.	JERRY KASHMERK	UUCW (CHURCH)
6.	Randy Johnston	Elm brook Schools
7.	John Neff	
8.	JH	
9.	PAN MAMORAN	
10.	Dennis Trinastic	UUCW - church

	<i>Please Print</i> First and Last Name	Organization (if any)
1.	Kathy Kramer	WisDOT
2.	Brian Mason	Resident
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		